



CONNECTICUT WING / CIVIL AIR PATROL

# 399<sup>th</sup> DANBURY COMPOSITE SQUADRON NEWS

*YANKEE HATTERS*

AUGUST 2014

## Chaplain's Corner

Captain James A. Solomon  
Chaplain/CT042

A gentleman was driving home from work when his cell phone rang. His

wife was on the line in a panic and said, "Honey, be careful driving. I just saw on the TV that some maniac is driving the wrong way on the interstate!" The man replied, "One? There are hundreds of them!"

*Who in your life is your "wingman?"*

Sometimes we can think we are right and everyone else is wrong. One of our CAP core values is excellence. If we are to grow in excellence, we need to be humble and teachable, learning from others who know more than we do.

Over the years, I've grown most not through "self-teaching" but listening to others and even allowing myself to be accountable to others.

In the past, the United States Air Force used the term "wingman" to describe a pilot in a plane that flies just outside and behind the right wing of the leading aircraft in a flight formation in order to provide protective support. We each need a wingman who protects us not only from dangers outside of ourselves but even within ourselves-wrong

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thoughts, wrong actions, or prideful and arrogant attitudes that keep us from improving in not only competence but also character. My accountability partner is my wingman, holding me accountable for taking steps towards my own growth professionally, interpersonally, and spiritually. He asks the tough questions whenever we meet-questions I don't always want him to ask, but need him to ask, so that I can stay on track.

Who in your life is your "wingman?" If you don't have one, who can you ask to be one? If you do have one, will you invite him or her to challenge you where you need to improve so that you can excel in all you do?

*Serving with you!*



## Bridgewater Fair

**August 15, 16, 17, 2014**

All squadron members are needed to manage the parking lots on behalf of the Bridgewater Volunteer Fire Company. This is the 399th's primary fund raising activity.

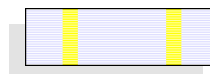
## CADET AWARDS & PROMOTIONS



**Senior Master Sergeant**  
**Doolittle Achievement**  
**Sarah Eriksson**



**Tech Sergeant**  
**Lindberg Achievement**  
**David Nolan**



**Airman**  
**Curry Achievement**  
**Devon Cousens**  
**Paul Flayhan**  
**Elisa Petit**  
**Sophie Thompson**



**Cadet Devon Cousens reports to Major Jim Vigar for promotion to Airman.**  
(Photo: Major Peter Milano)



## AWARDS & PROMOTIONS



**Cadet Devon Cousens receives Airman pins from Major Jim Vigar (l) and Mr. Devon (r).**



**Cadet Sara Eriksson receives Senior Master Sergeant pins from Major Jim Vigar and Senior Member Christina Posca.**



**Captain Joe Bisnov congratulates Cadet David Nolan on his promotion to Technical Sergeant.**



**Cadet James Vigar receives Airman First Class pins from Captain Joe Bisnov and Lt. Col. Sandy Sanderson.**



**Cadet Sophie Thompson reports to Major Vigar and Captain Joe Bisnov for promotion to Cadet Airman.**



**Lt. Col. Sandy Sanderson and Major Jim Vigar promote Devin Pedone (center) to Second Lieutenant.**

(Photos: Major Peter Milano)





## Aircraft Emergency Egress! Do You Know What to Do?

Captain James McLaughlin  
Safety Officer/CT042



**A 1984 single-engine Beechcraft Bonanza landed short of the runway at Danbury Municipal Airport on July 24, 2014.**

**The pilot was unhurt and rescued by firefighters.**

(Photo: Michael Safraneck, DXR Operations Manager)

**O**-Flights are fun and we want you to enjoy your flying, but we also want you to be prepared if there is an emergency. One of your most important jobs when flying in Civil Air Patrol aircraft is knowing how to exit the airplane in an emergency or off field landing. You may need to perform an emergency exit before the plane ever moves if, for example, the engine were to catch fire during a start sequence. You also may need to perform an emergency exit if the aircraft landed somewhere else besides an airport.....like a swamp or in a tree!

If you are in the plane at an airport and need to perform an Emergency Exit, do you know what to do?

1. Your Pilot In Command (PIC- say “pick”) should brief you before starting the engine on your emergency exit procedures. If you have any questions or are not 100% sure, ASK QUESTIONS!
2. If you exit the plane at your airport, you should have an agreed rendezvous point, for example the hangar door, or behind the plane.
3. If you have a cell phone call 911 after you are in a safe location.
4. You may assist others getting out of the plane if you can do so safely.
5. If the engine is running stay CLEAR OF THE PROPELLOR!



If you are airborne and an emergency occurs you should listen to and follow the instructions of the PIC. Some of those instructions may include:

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(Continued from page 4, Aircraft Emergency Egress!)

1. Tighten your seatbelt and shoulder harness.
2. Find the emergency checklist and assist the pilot in command by reading the checklist to him. You should know where this list is before take-off.
3. If you are seated in the right front seat, the PIC may ask you to open your door while still in flight. (You should be able to open the door with your eyes closed while sitting in the airplane. This is an excellent way to prepare yourself for an actual emergency).
4. Do not release or open your seatbelt and shoulder harness until after the aircraft has landed and stopped moving. Once the aircraft has stopped moving you should immediately release your seatbelt and shoulder harness. Next remove your headset and put it in a place where the headset wires will not interfere with your exit. Call out to others to see if they are OK. Now you can begin your exit of the aircraft.
5. When there are only two persons in the aircraft sitting in the front seats, the normal exit procedure is for each person to exit out their door. Of course this may change if a door is blocked or damaged and will not open. Hopefully the remaining door will open and both airmen may exit through that door. If both doors are blocked or jammed, what is your plan?
6. If there is a backseat passenger a successful exit by all is enhanced by a preflight briefing from the pilot in command discussing the order of such exit. We'll discuss the three or four person exit next time.

For Squadron Pictures Visit  
[Squadron Picasa Web Albums](#)

Or on Facebook  
[399th Danbury Composite Squadron](#)

***AIRCRAFT EMERGENCY EXITS - MAKE A PLAN, EXECUTE YOUR PLAN!***

See page [13](#) for meeting date details,  
including uniform of the day!

Access back issues of 399th Danbury  
Composite Squadron News online.

- [399th NEWS](#) -

**Connecticut Wing**  
**Basic Leadership Encampment**  
August 9-16; Niantic, CT  
[2014 CTWG Encampment](#)



## Swamp Landing

Captain Johnny Burke  
Stan/Eval Officer/CT042

Most of you have heard by now that an aircraft landed short of runway 35 at Danbury Airport recently. It came to rest just about a quarter mile from the approach end of runway 35.

We don't know yet what caused the accident, but there are some things we can learn from the facts that we do know.

The weather was good and the pilot reported no problems with the aircraft when he checked in with Danbury tower. The aircraft came to a stop in the swamp (about 8 feet of water), a quarter mile from runway 35, and pointed in the direction of the runway (I saw the aircraft from the air about an hour after the accident).

The pilot was unhurt and reported to be standing on the wing of the aircraft, talking on his cell phone, when the rescue crews arrived in boats to retrieve him. He was taken to shore, examined by the paramedics and released.

These facts tell us the pilot wisely chose to fly the aircraft onto the water, rather than try to stretch his glide and stall, or worse,

stall – spin. Maintaining control of the aircraft as it entered the water resulted in minor deceleration forces, allowing the pilot to escape unharmed. Had the pilot allowed the aircraft to stall, the deceleration G forces would have been very large, causing injury to the pilot (the only occupant of the aircraft).

When faced with an unscheduled off-field landing, maintain control of the aircraft, do not stall. There is a temptation to “stretch your glide”, but it will lead to a stall. A stall will produce large deceleration forces that will likely cause injury to the occupants.



### 399<sup>th</sup> Staff

Commander	Major James Vigar
Advisor to Commander	Lt. Col. Peter Sanderson
Chaplain	Captain James Solomon
Administration	SM Christina Posca
Aerospace Education	Capt. Ralph Langham
Communications	1 <sup>st</sup> Lt. Jeffrey Jenkins
Deputy Commander	Capt. Joseph Bisnov
Deputy Cmdr. Cadets	Capt. Greg Sweeney
Drug Demand Reduction	2d Lt. Andrew Luckey
Emergency Services	Capt. Greg Sweeney
Finance	Capt. Joseph Bisnov
Maintenance/Operations	Capt. John Freeman
Professional Development	Major Glen Dains
Public Affairs/News	Major Peter Milano
Recruiting/Retention	1 <sup>st</sup> Lt. MaryEllen Trohalis
Safety	Capt. James McLaughlin
Supply Officer	2d Lt. Gabriel Florio
Standardization/Evaluation	Capt. Johnny Burke
Transportation	1 <sup>st</sup> Lt. Jeffrey Jenkins



**Heads Up! for August 2014**

Bob Kelly, EPA Meteorologist



**S**esame Street had an entertaining and educational segment called ‘Near and

Far,’ with a Muppet running away from and toward our television screen, getting progressively more out of breath with each trip. Our ‘near and far’ in the month of August is more exhilarating than exhausting, with bright celestial objects passing near each other in our skies where one of the pair is near and the other is...well...farther.

On August 18, low in the eastern morning sky, the two brightest planets in our skies align. Jupiter makes a close pass by Venus on its way to morning sky domination. Venus is “near” us at 150,600,000 miles and Jupiter “far” at 576,300,000 miles. Find a good vantage point open to the eastern sky. Venus and Jupiter will be within a degree or two of each other from August 16 through 19. The next chance to see them this close together is next June.

On August 31, shortly after 1pm EDT, our Moon jumps in front of Saturn, from our point of view. Because Saturn is close to a billion miles beyond the Moon, it is reduced to the apparent size of a lunar crater. The midday Sun and the low elevation of the Moon and the low surface brightness of Saturn will make either of the pair hard to see, but Saturn will be near the Moon the night before and after.

Mars and Saturn will waltz closer to each other this month, after Mars, Saturn and the first magnitude star Spica do a line dance across the southwestern sky after sunset, each about a fist-width apart in the sky for the first week of the month, with Mars 10.6 light minutes away, Saturn 1.3 light hours away and Spica 250 light years away.

Venus has been hanging out in the morning sky since January, and Mars is going to have a long goodbye as well, staying low in the southwestern evening sky well into 2015. In contrast, Saturn will be lapped by the Sun in a few months. They are so tiny, even in a telescope.

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*(Continued from page 7, Heads Up! for August 2014)*

However, Saturn will be great fun to watch in a telescope! This month, the planet's shadow will make a small notch in the rings, making Saturn look especially three-dimensional. Even with Saturn low in the sky, Titan, Saturn's largest moon, is visible.

Our Moon is closest to Earth the same day it is full, making our largest full moon of the year. This has little astronomical effect, but produces large effects on tides as well as providing an opportunity for great photos with foreground scenes at moonset and moonrise on August 10. Any coastal storm or hurricane will enhance the tidal surges around this time.

The Moon passes some lovely planets this month: Jupiter and Venus on August 23; Mars, Saturn and Spica for few nights around the beginning and end of the month. Uranus is visible near the Moon on the morning of August 18, which will make Uranus easier to find.

The Perseid meteor shower peaks on the night of August 12/13. This is a reliable shower, but the nearly full moon will wash out the fainter meteors. To see some bright meteors, block out the Moon and look in the darkest part of the sky. It's worth looking even a few days before and after August 13.

This is a great month for the Milky Way overhead. If you have an electronic camera with manual exposure settings, lock it down on a tripod or other sturdy object and see how long an exposure you can take before the stars start to make trails. See how many stars you catch.

You'll need clear skies and an open southern horizon to see the star clouds rising like 'steam' out of the 'spout' of the teapot at Sagittarius. Find a friend with south-facing beach-front property! Years ago, I had a great view of star clusters in Sagittarius and Scorpius with my 60mm refractor at my wife's uncle's house near Horseneck Beach in Massachusetts. Bin-

*(Continued on page 9)*

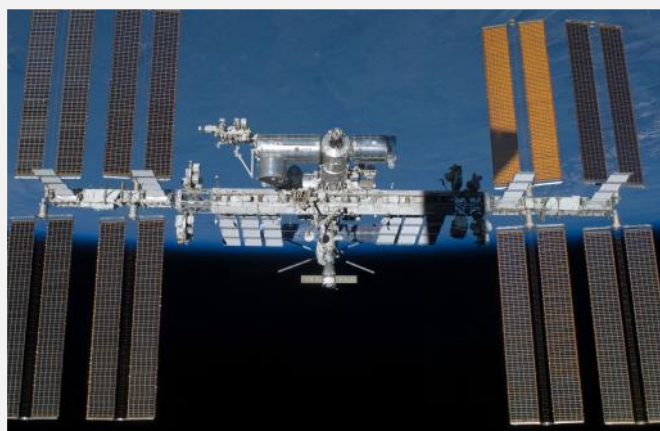




*(Continued from page 8, Heads Up! for August 2014)*

oculars can help find where to aim the telescope. It's also better without the Moon; the first few days of the month and the last half of the month.

If you are packing the car for an August vacation at oh-so-early-in-the-morning, look east to see our friend Orion lying on the horizon. He's probably resting before beginning the long ascent high into our winter skies.



**Current International Space Station Configuration**

This image was taken by a crew member on the space shuttle Endeavour on May 29, 2011. (Image: NASA)

The International Space Station sails through our skies every 95 minutes, but it is best seen in twilight; in the morning through August 4, and in the evening from August 2 through 24.

**For more sky news visit Bob's blog**

[bkellysky.wordpress.com](http://bkellysky.wordpress.com)

## SCHEDULE & TRAINING OPPORTUNITIES

### **Northeast Region Mission Aircrew School**

August 8-10; Camp Niantic, Niantic, CT  
August 15-17; Groton Airport, Groton, CT

### **CTWG Basic Leadership Encampment**

August 9-16; Niantic, CT  
[ctwg.cap.gov/2014-ctwg-encampment](http://ctwg.cap.gov/2014-ctwg-encampment)

### **2014 CAP National Conference**

August 14-16; Las Vegas, NV



### **Bridgewater Fair**

August 15, 16 & 17; Bridgewater, CT

### **Search & Rescue Exercise**

August 23; Hartford, CT

### **Cadet Rifle Safety and Marksmanship**

Session 1; August 30  
Session 2; September 13  
Oakdale, CT  
See flyer on page [10](#)

### **Cadet Ball**

September 20 (tentative)  
U.S. Coast Guard Academy

### **Commander's Call & CAC Meeting**

October 1; Middletown, CT

### **Northeast Region Aerospace Education Officers Course**

October 16-18  
Bradley Airport, Windsor Locks, CT

### **Combined Connecticut Wing, Northeast Region Conference**

October 17-19  
Bradley Airport, Windsor Locks, CT  
See flyer on page [11](#)

### **Northeast Region Staff College**

October 18 to 25  
Joint Base McGuire/Dix/Lakehurst, NJ  
<http://www.ner.cap.gov/nersc/>



## **2014 Cadet Rifle Safety and Marksmanship Program**

**Date/Time:** Session 1; Aug. 30      8am - 11:30am  
Session 2; Sep. 13      12pm - 3:30pm

**Place:** Quaker Hill Rod and Gun Club, Oxoboxo Dam Road, Oakdale, CT

**Cost:** **Free** - supported by Connecticut Friends of the NRA and the Quaker Hill Rod and Gun Club

**Uniform:** BDUs

**Paperwork:** Each cadet should submit a Form 161 and a copy of the CAP Rifle Waiver. The senior officer from each squadron is responsible for collecting and maintaining these documents (This notification and a copy of the rifle waiver will be sent to all squadrons. If you register for the event, make sure that each cadet and parent has signed this document and bring it with you.)

**Equipment and Supplies:** All necessary equipment, targets, and ammunition will be supplied. Participants should bring hearing protection and safety glasses if they own them. If not, they will be provided. Prescription glasses are equivalent to safety glasses.

**Manning:** Quaker Hill R&GC will supply coaches, line officers and a range safety officer. Individual squadrons will be responsible for senior leadership.

**Firing Plan:** Cadets will fire in alternate relays of 15 each at a range of 50 yards. Twenty five shots will be fired in each half hour relay. The firing line is protected by an overhead shelter but heavy rain may prevent outdoor firing. If this occurs, we will move to the indoor 50 foot range.

Cadets who participate may qualify for NRA medals which they can wear with their blues.

Squadrons must supply their own transportation, food, and water.

The following guidelines are established to give all squadrons and cadets an equal chance to participate:

A session can accommodate 30 cadets, 15 shooting on alternate relays.

**The Aug. 30 session cut-off date is August 24. Sept. 13 session cut-off date is September 6.**

**Preregistration is required. Participation is on a first come, first serve basis.**

**Send your reservations and number of attendees to:**

Lieutenant Colonel Steve Rocketto

Aerospace Education Officer

Thames River Composite Squadron

[srocketto@aquilasys.com](mailto:srocketto@aquilasys.com)





## **Come Join Us at the Civil Air Patrol's Joint Connecticut Wing – NER Conference Sheraton Bradley Airport 17-19 October 2014**

**A Cadet Conference will be held onsite at the Sheraton with an optional visit to the New England Air Museum nearby with overnight guests staying at the Sheraton Bradley Airport in Windsor Locks, CT**

**Special Guests include: CAP National Commander Maj Gen Joseph R. Vazquez & National Vice Commander Brig Gen Lawrence Myrick and Ms. Mary Feik!**

**There will be:**

**Great educational sessions, annual awards presentation, a cadet conference, cadet aerospace education contest and a banquet on Saturday evening featuring the 102<sup>nd</sup> U.S. Army Dinner Band!**

**Senior Member Professional Development Courses: UCC, TLC, SR IG Course & AEO Course!**

**Many more exciting activities and speakers will be announced in the near future!**



**Don't Miss Out! Details may be found on the CTWG website –  
<http://ctwg.cap.gov/2014-ctwg-ner-conference.html>**

**[2014 Joint Connecticut Wing & Northeast Region Conference Web Page](#)**





# AEROSPACE EDUCATION

## 2014 CTWG Conference Cadet AE Competition

**TOPIC:** WHERE DO YOU SEE SPACE EXPLORATION IN THE WORLD 20 YEARS FROM NOW?



This year's CTWG-NER Conference will feature a "blast from the past" - the cadet aerospace education contest between wing squadrons which will be judged at the conference by a panel of CAP officers. Each team may have a minimum of 2 members and a maximum of 6 members plus 1 SM.

**Project:** Each team will create a model based project that illustrates the team's theory on the topic above, this project includes both visual aids and a short essay. The project must be all original with all material used listing its sources, visual aides should be creative, use your imagination!



**Rules:** Each squadron must register their team's cadet members and senior member advisor with the contest OIC, Maj Meghan Brownell, before the start of the competition. All cadets on the team **MUST** attend the conference and be at their station when the project is judged.

**Judging:** Each project will be judged on the quality of the model, essay content and knowledge of the team members and its overall creativity which will be judged on a scale of 1-10.

- Team project
- 2-6 cadets per team
- Visual Aids
- Short Essay
- Min 3 paragraphs
- Max 2 pages
- Cost less than \$100
- All sources must be cited
- Each member of the winning team will receive a CAP Achievement Award

For further details contact:

Major Meghan Brownell  
cdtaecontest@ctwg.cap.gov  
www.ctwg.cap.gov





**AUGUST 2014 CALENDAR**

8/05	Squadron Meeting	BDUs	399th HQ	6:30 p.m. - 9:00 p.m.
8/12	Squadron Meeting	PTs	399th HQ	6:30 p.m. - 9:00 p.m.
8/19	Squadron Meeting	Blues	399th HQ	6:30 p.m. - 9:00 p.m.
8/26	Squadron Meeting	BDUs	399th HQ	6:30 p.m. - 9:00 p.m.

**399<sup>th</sup> Contact Information**

Civil Air Patrol  
399<sup>th</sup> Danbury Composite Squadron  
21 Miry Brook Road  
Danbury, CT 06810



**Facebook:** <https://www.facebook.com/399DanburyCAP>

**Website:** <http://399cap.org/> **E-mail:** [pao@399cap.org](mailto:pao@399cap.org)

**Submission Guidelines**

Send submissions in Microsoft Word format or in the body of your email: [pao@399cap.org](mailto:pao@399cap.org)

Edit copy according to Associated Press Style.

Photos should be sent as attachments in JPG format and must meet uniform compliance.

Identify all persons in photo's and include credits.

**Deadline for the September 2014 issue is 30 August**

Civil Air Patrol, the official auxiliary of the U.S. Air Force, is a nonprofit organization with 60,000 members nationwide, operating a fleet of 550 aircraft. CAP, in its Air Force auxiliary role, performs about 85 percent of continental U.S. inland search and rescue missions as tasked by the Air Force Rescue Coordination Center and is credited by the AFRCC with saving an average of 70 lives annually. Its unpaid professionals also perform homeland security, disaster relief and drug interdiction missions at the request of federal, state and local agencies. The members play a leading role in aerospace education and serve as mentors to more than 25,000 young people currently participating in the CAP cadet programs. Performing missions for America for over 70 years, CAP will receive the Congressional Gold Medal in 2015 in honor of the heroic efforts of its World War II veterans. CAP also participates in Wreaths Across America, an initiative to remember, honor and teach about the sacrifices of U.S. military veterans.

[www.gocivilairpatrol.com](http://www.gocivilairpatrol.com) [www.capvolunteernow.com](http://www.capvolunteernow.com) [www.capgoldmedal.com](http://www.capgoldmedal.com)

